

(RE&D) initiative for Fiscal Year (FY) 1998 by defining and documenting specific, potential RE&D program proposals. The call for proposals will focus on Aircraft Certification RE&D programs that support activity related to FAR Parts 27, 29, and associated operations Parts. Other FAA requirements such as flight standards, air traffic, or airway facilities will not be addressed. The FAA is soliciting the public sector to ensure that proposed Rotorcraft RE&D requirements will have relevant, practical applications and will be cost effective.

**DATES:** The call for proposals will be open until close of business May 15, 1995.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Mike Mathias, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0111.

**FOR FURTHER INFORMATION CONTACT:** Mike Mathias, Aerospace Engineer, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate, Fort Worth, Texas 76193-0111; telephone (817) 222-5123.

**SUPPLEMENTARY INFORMATION:** Each FY the FAA prepares an RE&D program plan that includes new (and amended) RE&D proposals. The Aircraft Certification Service's Rotorcraft Directorate is responsible for preparing its part of the overall FAA submittal.

The philosophy of the RE&D process is to create an atmosphere that will promote the identification of requirements by any person or organization in the government or private sector. This makes the RE&D process more responsive to public sector needs. Within the Aircraft Certification Service, the RE&D process places increased emphasis on FAA Aircraft Certification Directorate and Division level participation in identifying new requirements and in sponsoring and monitoring the resulting RE&D projects.

Therefore, as part of the overall FAA and Aircraft Certification initiative, the FAA's Rotorcraft Directorate is undertaking a directly-related initiative specifically for the rotorcraft community. It has the same basic mission, goals, and procedures as the agency-wide initiative.

The Rotorcraft Directorate will implement its segment of the FY-98 submittal by identifying, describing, evaluating, and cataloging potential RE&D requirements (i.e., proposals) for potential sponsorship and incorporation into the overall FAA FY-98 RE&D submittal. This will result in a coordinated FY-98 rotorcraft requirements package that will be

assigned to the appropriate FAA RE&D provider organizations when approved and when funds are allocated by the budget process.

It should be stressed that the proposals that are evaluated as a result of this notice, if accepted, will not be funded until the overall FAA FY 98 RE&D submittal is funded, (i.e., at least two (2) years after their original submittal on 10/15/95) and that reprogramming of limited RE&D resources before then is highly unlikely. Also, the accepted proposals will have to compete for resources with other requirements identified for RE&D by other FAA activities. Nonetheless, the need clearly exists to identify Rotorcraft Certification RE&D needs to compete for the agency's RE&D resources.

As a matter of information, there are four primary FAA RE&D supplier organizations: (1) The Technical Center (ACD) in Atlantic City, New Jersey; (2) the Research and Development Service (ARD) in Washington, D.C.; (3) the Office of Environment and Energy (AEE) in Washington, D.C.; and (4) the Office of Aviation Medicine's Civil Aeromedical Institute (AAM/CAMI) in Oklahoma City, Oklahoma. These organizations perform the RE&D on programs that are approved and funded through the process.

Although not mandatory, the format of Figure 1 for RE&D proposals is preferred:

#### **Figure 1—FY-98 Rotorcraft Directorate RE&D Program Description Form**

##### *Originator*

(Insert Name, Address, Phone Number, and Fax Number)

##### **Proposed RE&D Program Descriptions & Objectives**

(Insert Brief Description of the proposal program and its major goals and objectives)

**Note:** A more detailed description may be attached in addition to this summary but is not mandatory at this time.

##### **How Would You Accomplish this Program?**

(Insert Brief Description of your recommended method of accomplishing the proposed RE&D program)

##### **Justification/History**

(If appropriate, furnish data such as a concise accident/incident history and any other relevant statistics or information that would show that the proposed research is needed, cost-effective, and applicable to developing a solution to the proposed RE&D project. This history/justification input data will

be used to aid in assessing the relative value of the proposed RD&D project.)

##### **Anticipated Benefits/Products and Beneficiaries**

(Insert Brief Description of anticipated benefits/products, who would benefit, and how)

If an RE&D proposal has been submitted previously, then (unless a major change or update has been made) it is on file and need not be resubmitted.

Copies of this notice are being mailed to all known interested parties. Any interested party who desires but has not received a copy of this notice by May 8, 1995, should request a copy from Mary June Bruner, FAA Rotorcraft Standards Staff, Fort Worth, TX 76137-0111, telephone (817) 222-5110.

Issued in Fort Worth, Texas, on March 16, 1995.

**Eric Bries,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

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BILLING CODE 4910-13-M

#### **14 CFR Part 71**

[Airspace Docket No. 95-ASO-7]

#### **Proposed Establishment of Class D Airspace; Jackson, TN**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to establish Class D airspace at Jackson, TN. A non-federal control tower is being commissioned at the Jackson/McKellar-Sipes Regional Airport. Class D airspace is required when the control tower is in operation to accommodate current Standard Instrument Approach Procedures (SIAPs) and for instrument flight rules (IFR) operations at the airport. This action would also modify the Class E airspace to classify the airspace as part-time when the tower is closed.

**DATES:** Comments must be received on or before May 5, 1995.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 95-ASO-7, Manager, System Management Branch, ASO-530, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

**FOR FURTHER INFORMATION CONTACT:**

Michael J. Powderly, System Management Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 95-ASO-7." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRMs**

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, System Management Branch, ASO-530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

**The Proposal**

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to establish Class D airspace at Jackson, TN. A non-federal control tower is being commissioned at the Jackson/McKellar-Sipes Regional Airport. Class D airspace is required when the control tower is in operation to accommodate current SIAPs and for IFR operations at the airport. This action would also modify the Class E2 airspace designation to classify the airspace as part-time when the tower is closed. Class D airspace designations and Class E airspace areas designated as a surface area for an airport are published in Paragraphs 5000 and 6002 respectively of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in CFR 71.1. The Class D and E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (Air).

**The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

**PART 71—[AMENDED]**

1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

**§ 71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

*Paragraph 5000 Class D airspace.*

\* \* \* \* \*

**ASO TN D Jackson, TN [New]**

Jackson/McKellar-Sipes Regional Airport, TN (lat. 35°35'59" N, long. 88°54'56" W)

McKellar VOR/DME

(lat. 35°36'13" N, long. 88°54'38" W)

That airspace extending upward from the surface to and including 2900 feet MSL within a 4.2-mile radius of the Jackson/McKellar-Sipes Regional Airport and within 3.1 miles each side of the McKellar VOR/DME 206° radial, extending from the 4.2-mile radius to 7 miles southwest of the VOR/DME. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

\* \* \* \* \*

*Paragraph 6002 Class E airspace areas designated as a surface area for an airport.*

\* \* \* \* \*

**ASO TN E2 Jackson, TN [Revised]**

Jackson/McKellar-Sipes Regional Airport, TN (lat. 35°35'59" N, long. 88°54'56" W)

McKellar VOR/DME

(lat. 35°36'13" N, long. 88°54'38" W)

Within a 4.2-mile radius of the Jackson/McKellar-Sipes Regional Airport and within 3.1 miles each side of the McKellar VOR/DME 206° radial, extending from the 4.2-mile radius to 7 miles southwest of the VOR/DME. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Airport/Facility Directory.

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Issued in College Park, Georgia, on March 14, 1995.

**Michael J. Powderly,**  
Acting Manager, Air Traffic Division,  
Southern Region.

[FR Doc. 95-7621 Filed 3-27-95; 8:45 am]

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**14 CFR Part 71**

[Airspace Docket No. 95-ANE-07]

**Proposed Amendment of Class E Airspace; Claremont, NH**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice of proposed rulemaking.